

## Claims

- [c1] 1. A crankshaft bearing for an internal combustion engine having a first bearing surface on a block of the engine and a second bearing surface on a crankshaft side, the first bearing surface sliding on the second bearing surface wherein the first bearing surface is composed mostly of aluminum and the second bearing surface is composed mostly of austempered ductile iron (ADI).
- [c2] 2. The crankshaft bearing of claim 1 wherein the first bearing surface is of one-piece construction with the engine block.
- [c3] 3. The crankshaft bearing of claim 1 wherein the second bearing surface is of one-piece construction with the crankshaft.
- [c4] 4. The crankshaft bearing of claim 2 wherein the second bearing surface is of one-piece construction with the crankshaft.
- [c5] 5. The crankshaft bearing of claim 1 wherein the first bearing surface and the second bearing surface have thermal expansion coefficients that differ by less than 10% from one another.
- [c6] 6. The crankshaft bearing of claim 1 wherein the first bearing surface and the second bearing surface have thermal expansion coefficients that differ by less than 6% from one another.
- [c7] 7. A crankshaft bearing for an internal combustion engine having a first bearing surface on a block of the engine and a second bearing surface on a crankshaft side, wherein the first bearing surface slides on the second bearing surface and the first bearing surface and the second bearing surface have thermal expansion coefficients that differ by less than 10%.
- [c8] 8. The crankshaft bearing of claim 7 wherein the first bearing surface is composed mostly of aluminum.
- [c9] 9. The crankshaft bearing of claim 7 wherein the second bearing surface is composed mostly of austempered ductile iron (ADI).
- [c10] 10. The crankshaft bearing of claim 8 wherein the first bearing surface is

integral to the engine block.

- [c11] 11. The crankshaft bearing of claim 8 wherein the second bearing surface is integral to the crankshaft.